

94 00225.3
Suppl.

CHAPTER L

This chapter contains the "Noise Element" (adopted 1974).

It will be superceded by a revised element once
written and adopted.

INSTITUTE OF GOVERNMENTAL
STUDIES LIBRARY

OCT 21 2024

UNIVERSITY OF CALIFORNIA

INSTITUTE OF POLYMER
STUDIES LIBRARY

OCT 5 1991

UNIVERSITY OF TORONTO

CORONADO-1990

NOISE ELEMENT

CITY OF CORONADO

Adopted by the City Council September 17, 1974

Resolution No. 4415

AS AUTHORIZED BY CALIFORNIA GOVERNMENT CODE, SECTION 65302(9)

9400225.3

Supsd.

INSTITUTE OF GOVERNMENTAL
STUDIES LIBRARY

OCT 21 2024

UNIVERSITY OF CALIFORNIA

CORONADO CITY COUNCIL

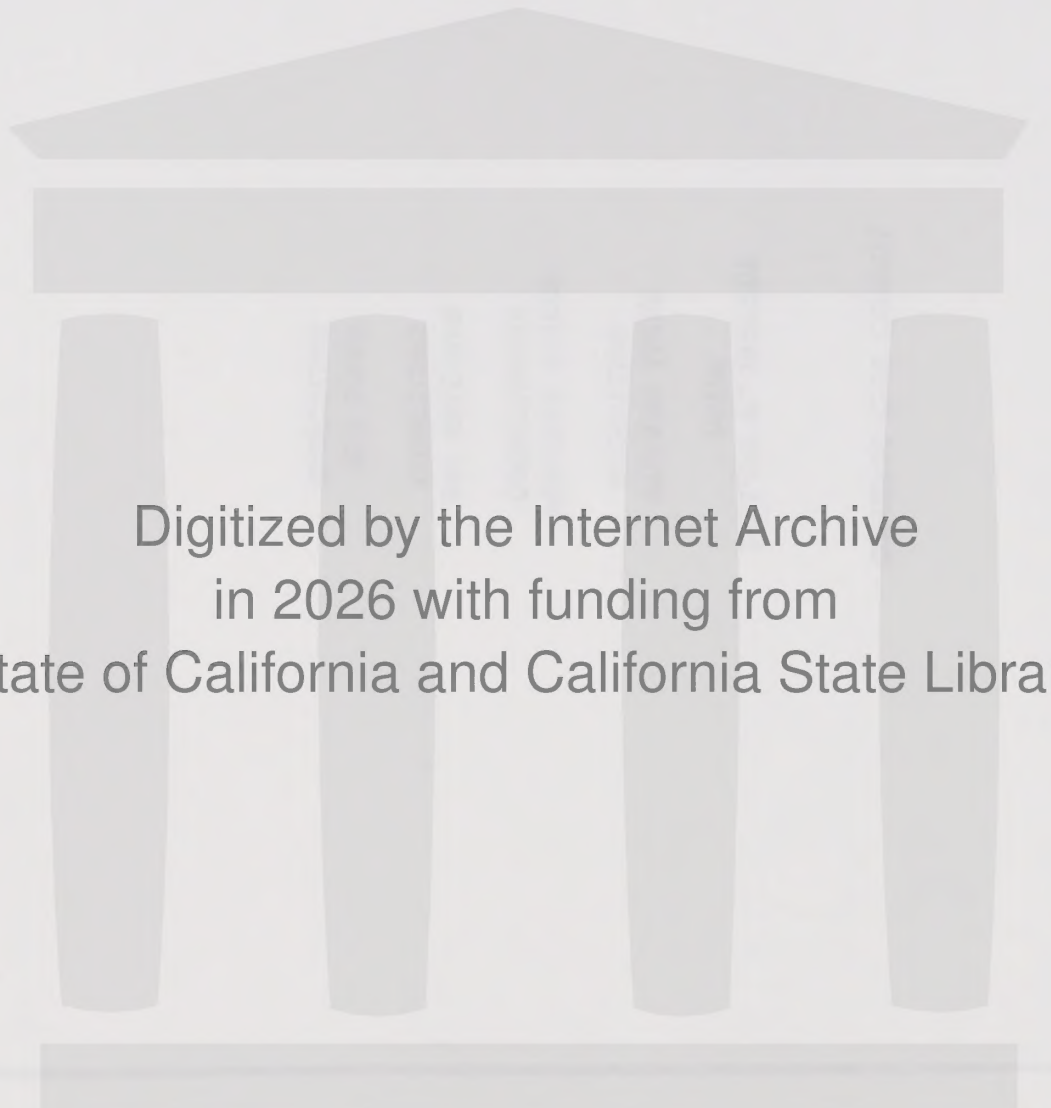
ROLLAND M. McNEELY
MAYOR

WILLIAM ADAMS
COUNCILMAN

VIRGINIA BRIDGE
COUNCILWOMAN

PAT CALLAHAN
COUNCILMAN

BEN COHEN
COUNCILMAN



Digitized by the Internet Archive
in 2026 with funding from
State of California and California State Library

<https://archive.org/details/C123311709>

CORONADO PLANNING COMMISSION

**ELIZABETH R. CHRISTOPHER
CHAIRMAN**

**ROBERT KEIL
VICE CHAIRMAN**

**JAMES A. GALASSO
COMMISSIONER**

**LUTHER C. HEINZ
COMMISSIONER**

**HERSCHEL A. HOUSE
COMMISSIONER**

1950-1951
1952-1953

1954-1955
1956-1957

1958-1959
1960-1961

1962-1963
1964-1965

1966-1967
1968-1969

1970-1971
1972-1973

AD HOC NOISE COMMITTEE

**WARREN S. BENSON
CORONADO CITY MANAGER**

**ROBERT E. HAMMOND
NARF, AIRCRAFT ENVIRONMENTAL SUPPORT OFFICE**

**LEWIS HARDY
PRESIDENT, CORONADO CHAMBER OF COMMERCE**

**CDR. ORRIN JOINER
AIR OPERATIONS, NAS, NORTH ISLAND**

**RAE MADSEN
REALTOR**

**LINWOOD C. NEWTON
DIRECTOR OF PUBLIC WORKS, CITY OF CORONADO**

**TONY A. PENA
ACTING DIRECTOR OF COMMUNITY DEVELOPMENT, CITY OF CORONADO**

PROVIDE INFORMATION ON SUBSTANCE PRODUCTION* THIS IS A SUMMARY
OF THE 1970-71 YEAR

INDUSTRY OR SERVICE SECTOR* THIS IS A SUMMARY
OF THE 1970-71 YEAR

INDUSTRY
AND SERVICE

THE INFORMATION* THIS IS A SUMMARY
OF THE 1970-71 YEAR

INDUSTRY* THIS IS A SUMMARY
OF THE 1970-71 YEAR

INDUSTRY* THIS IS A SUMMARY
OF THE 1970-71 YEAR

INDUSTRY* THIS IS A SUMMARY
OF THE 1970-71 YEAR

INDUSTRY* THIS IS A SUMMARY
OF THE 1970-71 YEAR

CORONADO PLANNING DEPARTMENT

TONY A. PENA
ACTING DIRECTOR OF COMMUNITY DEVELOPMENT

D. RICHARD LUTHER
ACTING ASSISTANT PLANNER

JANICE M. HUBBELL*
PROVISIONAL PLANNING TECHNICIAN

CAROL BEAUDINE
CLERK III

WARREN S. BENSON
CITY MANAGER

***PROJECT PLANNER**

ALL PROJECTS
SHOULD BE MONITORED

OTHER ARE
UNDER REVIEW

PROJECTS UNDER REVIEW
SHOULD BE MONITORED

ALL PROJECTS UNDER REVIEW
SHOULD BE MONITORED

ALL PROJECTS UNDER REVIEW
SHOULD BE MONITORED

ALL PROJECTS UNDER REVIEW
SHOULD BE MONITORED

Sound is a vital part of the enjoyment of our environment. Most of us enjoy listening to the waves tumbling on the shore, good music, and many other things as well. However, sound isn't always pleasant or enjoyable. In our cities, noise has increased so much as to become a health hazard. As a health hazard, the City of Coronado and its residents have a responsibility to reduce noise as much as they can. This, in effect, is the reason behind the preparation of this document. The Noise Element must address itself to three major issues: (1) the desirable noise standards for the City; (2) the identification of noise problem areas; and (3) the development of a program of noise abatement.

FIG. 1**SINGLE EVENT LEVELS AND HUMAN RESPONSE¹**

Single Events	dB(A)	Human Response
Carrier Deck Jet Operation	145	
	138	Painfully Loud
Jet Plane (100 feet)	130	Limit of Amplified Speech
Rock Music With Amplifier	120	
	118	Maximum Vocal Effort
Thunder, Riveting Machine	110	Permanent Hearing Loss
Garbage Truck, Power Mower	100	
	98	Very Annoying
Heavy Truck(50 feet), Noisy Kitchen	90	Hearing Damage (8 hours)
Pneumatic Drill (50 feet)	85	
Busy Street, Alarm Clock	80	Annoying
Freight Train (50 feet)	75	
Department Store Interior	70	Telephone Use Difficult
Freeway Traffic	68	Contribution to Hearing Impairment Begins
Ordinary Conversation	60	
Light Auto Traffic (100 feet)	50	
	48	Quiet
Living Room	45	
Average Office	40	
Bedroom	38	
City Residence, Soft Whisper	30	Very Quiet
Quiet Country Residence	20	
Rustle of Leaves	10	Just Audible
Threshold of Hearing	0	Threshold of Hearing

¹HUD Circular No. 1390.2

FIG. 2

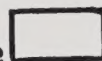
NOISE SENSITIVITY OF LAND USES

LAND USE

CNEL VALUE

45 55 65 75 85 95

Mobile Homes						
Single Family, Townhouses, Apartments						
High Rise Residence						
Hotels, Motels						
Schools, Churches, Libraries						
Auditoriums, Concert Halls						
Parks, Playgrounds						
Golf Courses, Riding Stables						
Offices						
Commercial-Retail, Movie Theaters, Restaurants						
Commercial-Wholesale, Some Retail, Manufacturing						
Livestock Farming						
Other Farming						

Clearly
AcceptableNormally
AcceptableNormally
UnacceptableClearly
Unacceptable

☐ 100% ☐ 75% ☐ 50% ☐ 25% ☐ 0%

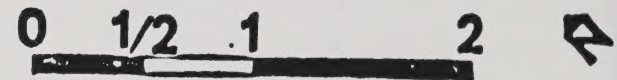
Category	100%	75%	50%	25%	0%
Category 1					
Category 2					
Category 3					
Category 4					
Category 5					
Category 6					
Category 7					
Category 8					
Category 9					
Category 10					

Total: 100%
 Date: 10/10/2020

CORONADO
GENERAL PLAN - 1990
FIGURE 3

GENERAL LAND USE

-  **RESIDENTIAL**
-  **COMMERCIAL**
-  **RECREATION/OPEN SPACE**
-  **MILITARY**



☐ NATIONAL

☐ INTERNATIONAL

☐ CLIMATE

☐ ENVIRONMENT

CONVENT 1980 1985

1980 1985

1980 1985
CONVENT 1980 1985

The major goals of the City of Coronado and its residents are to develop a comprehensive program to reduce noise to a level that is healthy and desirable, to promote public understanding of noise, and to maintain a high level of environmental quality.

The City of Coronado must strive to meet the most desirable levels of noise wherever possible. As can be seen in figures 4, 5, 6, and 7, the City of Coronado does have some major noise problems. These noise problems occur because of two major noise sources: (1) the traffic in Coronado, particularly on State Highways 75 and 282, on Ocean Boulevard, and on Alameda and Ocean Avenues; and (2) due to landing aircraft at Naval Air Station, North Island.

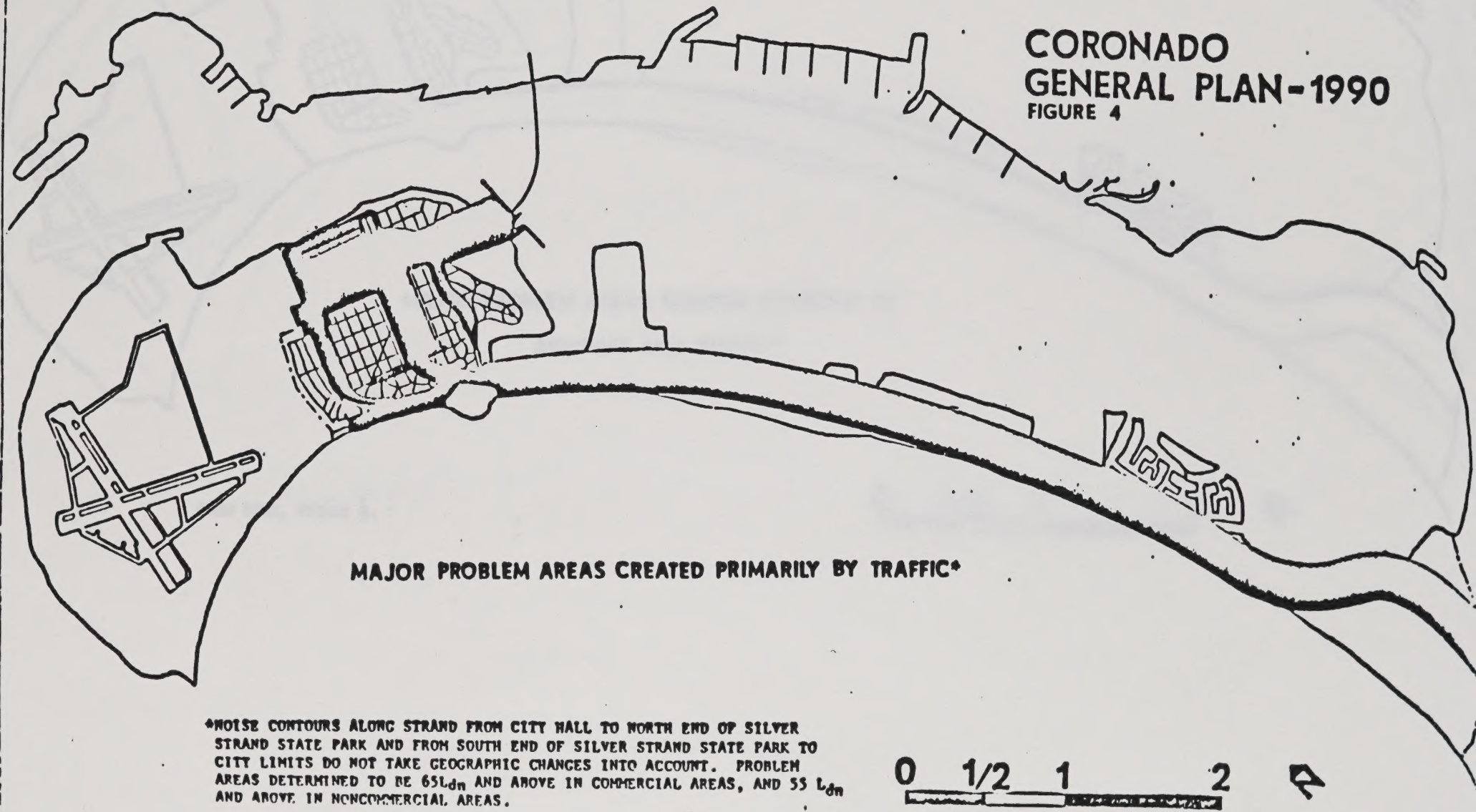
In residential, recreational, and hospital areas, the ambient level should not exceed 50 dB(A) during daytime hours (8:00 am to 10:00 pm) and should not exceed 45 dB(A) during nighttime hours (10:00 pm to 8:00 am). Residential development should not be allowed in areas that are in Clearly Unacceptable or in Normally Unacceptable areas (see figures 2 and 8). Residences may be constructed in Normally Unacceptable areas only if the proper precautions in construction are taken and sound barriers shall be required prior to construction.

In commercial and industrial areas, the ambient level should not exceed 60 dB(A) during the daytime hours and should not exceed 50 dB(A) during nighttime hours. Commercial development should not be allowed in areas of greater than 80 dB(A) (see figure 2). If the CNEL level is greater than 75 dB(A), then special construction precautions and sound barriers shall be required prior to construction.

The ambient levels listed in the paragraphs above may be exceeded as follows:

- 5 dB(A) for 15 minutes per hour;
- 10 dB(A) for 6 minutes per hour; and
- 15 dB(A) for 1 minute per hour.

**CORONADO
GENERAL PLAN-1990**
FIGURE 4



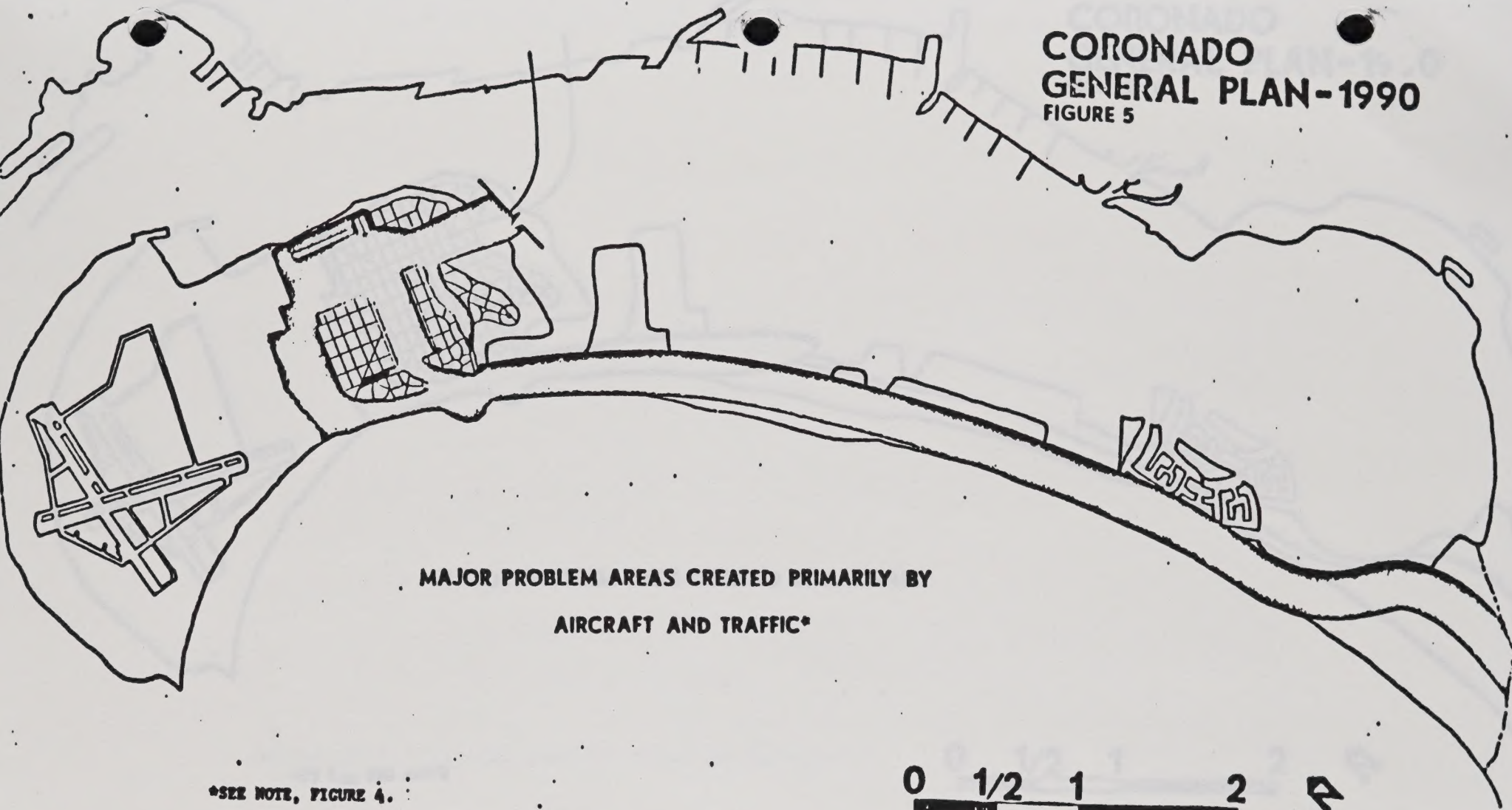
THE CITY OF ALBUQUERQUE, NEW MEXICO, BY AND THROUGH THE CITY ENGINEER, HEREBY CERTIFIES THAT THE ABOVE IS A TRUE AND CORRECT COPY OF THE ORIGINAL AS SUBMITTED TO THE CITY ENGINEER FOR RECORD AND DEPOSIT IN THE CITY ENGINEER'S OFFICE.

WITNESSED MY HAND AND SEAL OF OFFICE, AT ALBUQUERQUE, NEW MEXICO, THIS 10TH DAY OF MAY, 1930.



ALBUQUERQUE, N.M.
MAY 10 1930
CITY ENGINEER

CORONADO
GENERAL PLAN-1990
FIGURE 5



COAST GUARD
0907-1111 JAMES
2 1111

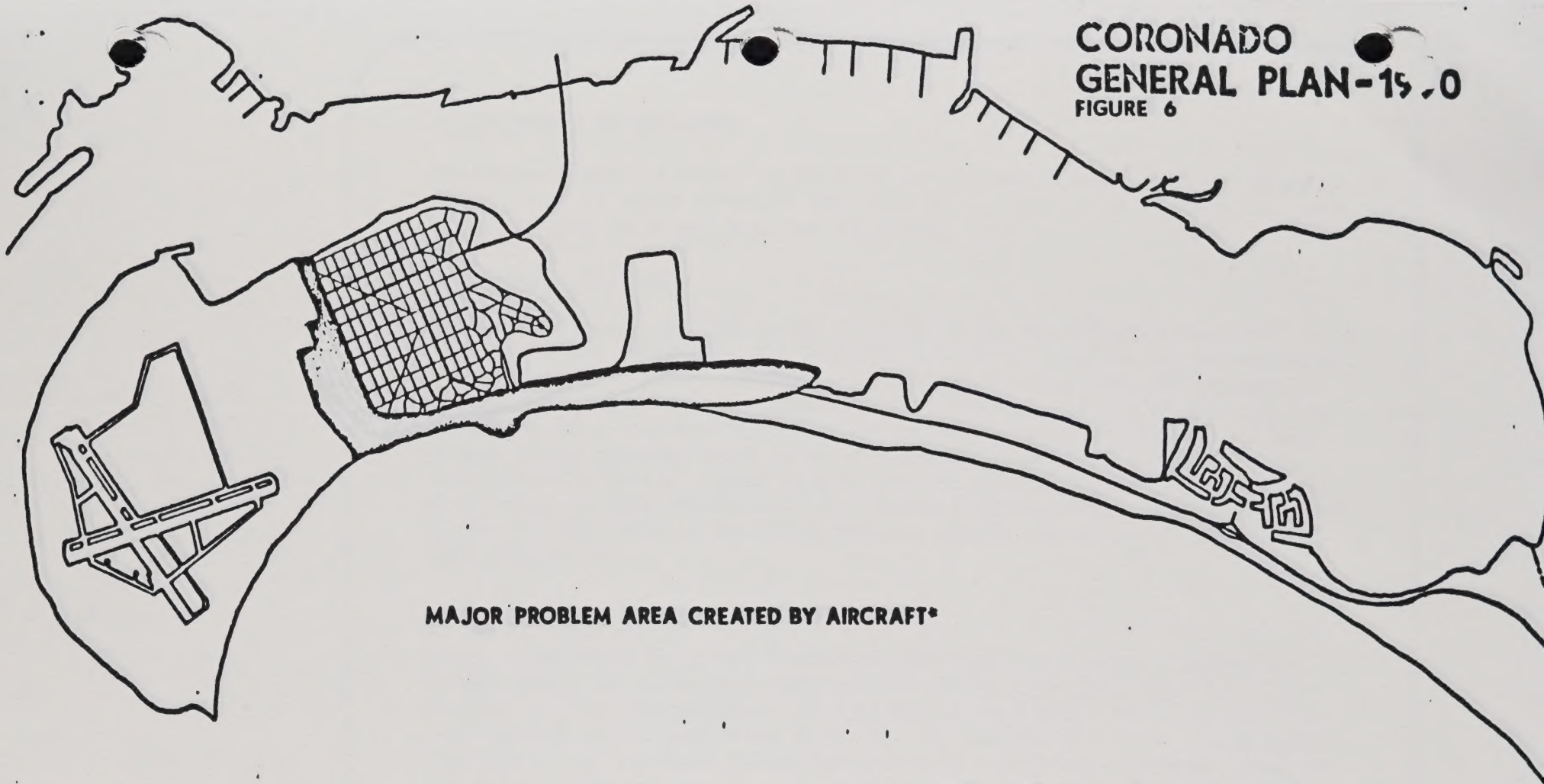


NO VESSELS ALLOWED TO ENTER
COAST GUARD AREA

0 5 10 15

1000 ft

CORONADO
GENERAL PLAN-19.0
FIGURE 6



MAJOR PROBLEM AREA CREATED BY AIRCRAFT*

*55 L₁ AND ABOVE



0-0-1444 JUNE 1955

6 5 4 3 2 1 0

WATER SURFACE ELEVATION IN FEET

100 200 300 400 500 600 700 800 900 1000



CORONADO GENERAL PLAN-1.70 FIGURE 7

65 L_{dn} CONTOUR LIMITS OF AIRCRAFT NOISE*

*NO RESIDENTIAL DEVELOPMENT RECOMMENDED IN THIS AREA ACCORDING TO
CALIFORNIA LAW.



RELATIONSHIP TO ELEMENTS

The Noise Element relates closely to many major elements of the General Plan. Some of these elements may need to be revised to reflect the problems created in areas impacted by noise.

Circulation Element

The Noise Element relates quite closely to the Circulation Element. Transportation of people and goods is a primary contributor to community noise impact. In fact, traffic contributes to more than three-quarters of the noise impact in any given area. Although, if the traffic is constant and at a comparatively even noise level fewer complaints are received about vehicle noise than of other types of noise (barking dogs, loud parties, etc.). Also, people tend to feel that they can do little or nothing to stop vehicle noise. Noise level standards can, and should, be one of the major determining factors in the placement of transportation facilities.

Land Use Element

Noise is also an important factor in the Land Use Element. Where the noise impact is intensive, land use decisions must take that fact into account in the determination of compatible land use. The Land Use Element should be revised where necessary to include as little residential development as possible in Discretionary-Normally Unacceptable areas of the City. Land use is also particularly important in areas surrounding transportation facilities, major thoroughfares, and commercial and public areas.

Environmental Resource Management Element

The Environmental Resource Management Element is very important to the Noise Element because noise can adversely affect the use of open space for the pursuit of leisure-time activities, unless proper sound barriers are required. Excessive noise can also have an adverse effect on wildlife. Also, open space can be used to buffer noise sources from other

areas through the use of large, open areas or extensive tree planting and berm construction.

RELATIONSHIP TO ENVIRONMENTAL IMPACT QUESTIONS

The Noise Element relates to questions of environmental impact in two major ways. Also, noise standards and contours can be used in environmental impact reports to determine the major problem areas for development.

Social

Noise, as has been discussed in the appendix, is socially disruptive. It may be physically and psychologically damaging to residents of high noise impact areas.

Economic

Noise impaction also tends to lower property values and the level of productivity of workers either living or employed in the affected area. Costs of noise are seldom paid for by the noise producer (be it vehicle or stationary source), but are passed on to people in the surrounding area or to the purchasers and users of a noisy or noisily-produced product.

and many more references in some cases pointed to the old standard work
of the time and the new work of the time.

REFERENCES

1. The first reference is to the work of the first author and his
colleagues at the time of the first author's work, and the second
reference is to the work of the first author and his colleagues at the time
of the second author's work.

APPENDIX

The following references are to the work of the first author and his
colleagues at the time of the first author's work, and the second
reference is to the work of the first author and his colleagues at the time
of the second author's work.

APPENDIX

The following references are to the work of the first author and his
colleagues at the time of the first author's work, and the second
reference is to the work of the first author and his colleagues at the time
of the second author's work.

The guide to implementation is, in many ways, the most important part of the Noise Element. All the goals, policies, and standards that the City of Coronado establishes will mean little or nothing if there is no way to put them into action. In this guide, the tools of implementation are placed in the order of their priority. Priority is determined by a number of things, including need, cost, and ease of implementation.

TO BE IMPLEMENTED IN ONE YEAR

The City of Coronado should develop a comprehensive noise ordinance that regulates noise sources according to the standards determined in this element. A noise ordinance could be set up as part of the Zoning Ordinance or as a separate entity. It must be remembered that there are certain exceptions to the Noise Ordinance based upon the greater public good. Because the Police Department receives the majority of the complaints, it should be the enforcing authority. The Police Department should be provided with the equipment necessary for the proper enforcement of the Noise Ordinance. While the Police Department will enforce the ordinance, there will be certain problems that can only be taken care of by a Zoning Enforcement Officer in his role as the Noise Administrator. The job of the Noise Administrator would be to rule on chronic noise problems, to keep noise technology up to date, and to issue permits for public and private events that exceed the noise standards.

The Police Department should also enforce state and federal noise standards where applicable. Specifically, the Police Department should enforce the State Motor Vehicle Code in relation to noise from engines and mufflers. This is particularly important in the case of motorcycles which tend to sound noisier than most other vehicles at least partially because of their higher-pitched sound.

The City of Coronado should ensure that its building code includes requirements for adequate sound insulation, especially in areas with a greater noise impact. Included in the building code should be window placement, size and number since most noise enters and leaves through windows.

Related to building code changes are subdivision regulation changes. There are a large number of items that are concerned with subdivision regulations. Site planning to create the quietest possible environment is necessary especially in a condominium or apartment situation. Coronado should discourage developments that don't take into account the present noise impact or which might contribute excessively to future noise impact. All developers in Discretionary-Normally Unacceptable areas should include measures to mitigate the noise impact through construction and siting techniques. Credit for open space should not be allowed in Discretionary-Normally Unacceptable zones unless permanent noise barriers of some kind are constructed.

The City shall maintain liaison with all agencies concerned with noise. These include the U.S. Department of the Navy through North Island Naval Air Station and the Naval Amphibious Base, all transportation agencies that have any jurisdiction involving Coronado (California Department of Transportation and the U.S. Department of Transportation), the U.S. Environmental Protection Agency, the San Diego Transit Corporation, the San Diego County Health Department, the San Diego County Planning Department, the San Diego Unified Port District, and the Comprehensive Planning Organization. Through these agencies, and others, the City can voice its opinions on noise regulations and on any action by regional, state and federal agencies which may affect the noise impact on Coronado. Strong stands must be taken on actions by these agencies which would increase noise beyond acceptable limits.

TO BE IMPLEMENTED WITHIN 5 YEARS

The City can play an important part in diminishing noise. The City should institute a "Buy Quiet" program. Noise should be a consideration in the purchase of equipment which produces noise levels greater than 65 dB(A) at 50 feet under normal operating conditions. The recommended policy should be that the purchase of the less noisy item be required if noise reduction is 5 decibels lower than the noisier item and the cost is no more than ten percent higher than the noisier item. If the noise reduction is 10 decibels or more than the noisier item, it

FIG. 8 (cont.)

Clearly Acceptable

Residential Limits

45 CNEL or less

**45 dB(A)-if not exceeded
for 30 minutes in 24
hours.**

The noise exposure is such that the activities associated with the land use may be carried out with essentially no interference from aircraft noise. In residential areas, both indoor and outdoor noise environments are pleasant.

¹HUD Noise Assessment Guidelines-Circular No. 1390.2

FIG. 9

RECOMMENDED MAXIMUM OUTDOOR NOISE LEVELS

	dB(A), Ldn*
To Prevent Hearing Damage	80
For Conversation	63
For Sleeping	60
To Prevent Annoyance	60

***Day-Night Average Sound Level**

and 100% of the total weight of the sample

the amount of water absorbed

the amount of water absorbed

the amount of water absorbed

the amount of water absorbed

100%

the amount of water absorbed

the amount of water absorbed

100%

the amount of water absorbed

the amount of water absorbed

the amount of water absorbed

the amount of water absorbed

the amount of water absorbed

the amount of water absorbed

FIG. 8 IMPACT INTERPRETATION FOR RESIDENTIAL AND OTHER LAND USES¹

Clearly Unacceptable

Residential Limits

75+ CNEL

**80 dB(A)-if exceeded for
60 minutes in 24 hours.**

**75 dB(A)-if exceeded for
8 hours in 24 hours.**

The noise exposure at the site is so severe that construction costs to make the indoor environment acceptable for performance of activities prohibitive. In residential areas, the outdoor environment would be intolerable for residential use.

Discretionary- Normally Unacceptable

Residential Limits

65-75 CNEL

**65 dB(A)-if exceeded for
8 hours in 24 hours.**

The noise exposure is significantly severe so that unusual and costly building constructions are necessary to ensure adequate performance of activities. In residential areas, barriers must be erected between the site and prominent noise sources to make the outdoor environment tolerable.

Discretionary- Normally Acceptable

Residential Limits

45-65 CNEL

**65 dB(A)-if exceeded for
30 minutes in 24 hours.**

The noise exposure is great enough to be of some concern, but common building constructions will make the indoor environment acceptable, even for sleeping quarters. In residential areas, the outdoor environment will be reasonably pleasant for recreation and play.

